

## **Appendix M:**

# Scoping Meeting Display Boards



Welcome



# Welcome to the California High-Speed Rail Authority's Scoping Meeting

**San Jose to Merced  
High-Speed Train Project**



# What are High-Speed Trains?



- Intercity passenger trains operating at maximum speeds of at least 200 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
  - Successfully operating throughout Europe and Asia



*CHSRA Train Concept*

*Other High-Speed Trains around the World*



*TGV, France*



*Intercity Express, Germany*



*Shinkansen, Japan*



# Statewide High-Speed Rail System



## Connecting:

- San Francisco Bay Area
- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- Sacramento



# HST Project Process



## San Jose to Merced HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

2009

Articulate Project Purpose & Need

PUBLIC SCOPING

Alternatives Analysis Draft \*

PUBLIC REVIEW

Study:  
• Preliminary Design  
• Corridor Environmental Impacts – Technical Studies

Prepare Draft San Jose to Merced EIR/EIS

PUBLIC COMMENT

2012

Formally Certify Final San Jose to Merced EIR/EIS

Ongoing Community & Agency Meetings, Interviews, Communications

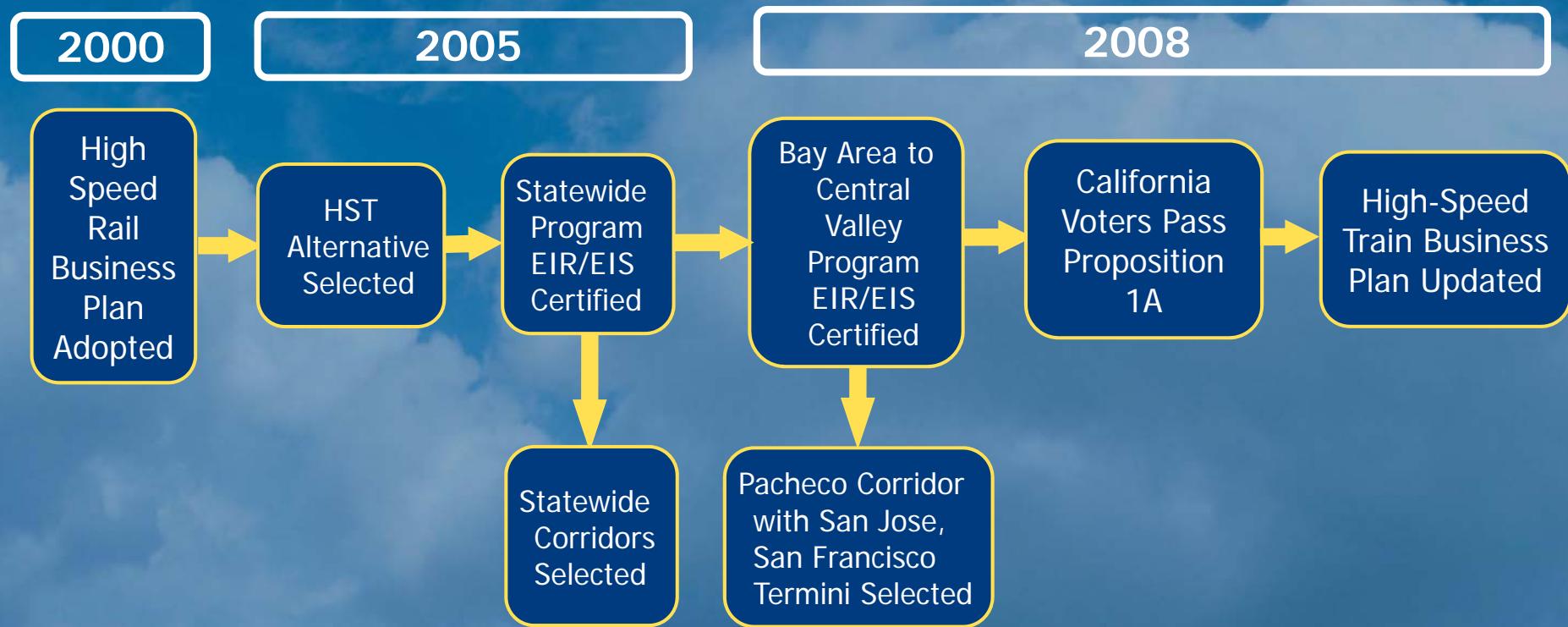
\* See separate board



# CA High-Speed Train Prior Milestones



## California High Speed Train Program History to Date





# Alternatives Analysis



Ongoing Community & Agency Meetings, Interviews, Communications



# San Jose to Merced Section Map





# Grade Separations



**Pacheco Overpass**

*Before*



- Grade separations are underpasses and overpasses where roadways cross railroad tracks
- Grade separations reduce congestion and noise and improve safety
- California High-Speed Rail tracks will be grade-separated from adjacent roadways



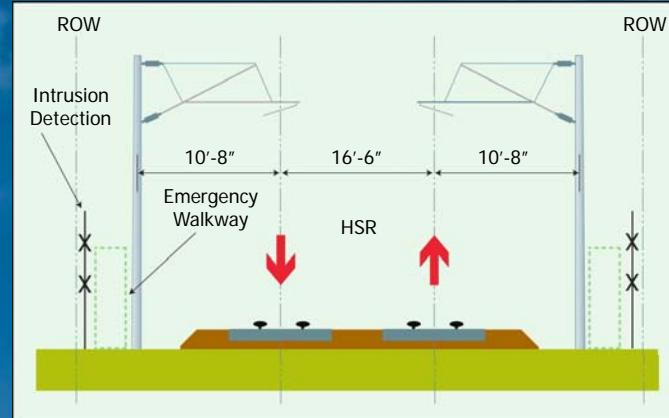
**Typical Underpass**

*Before*

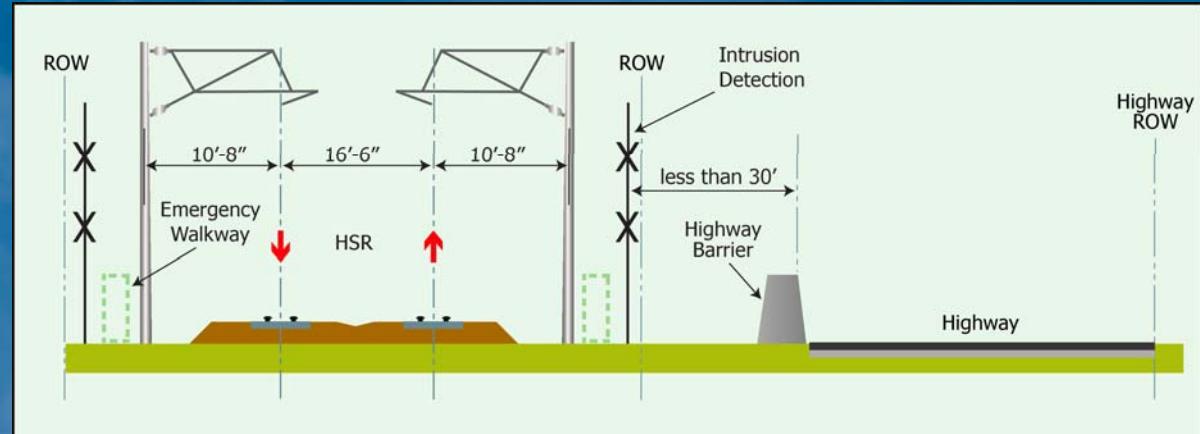




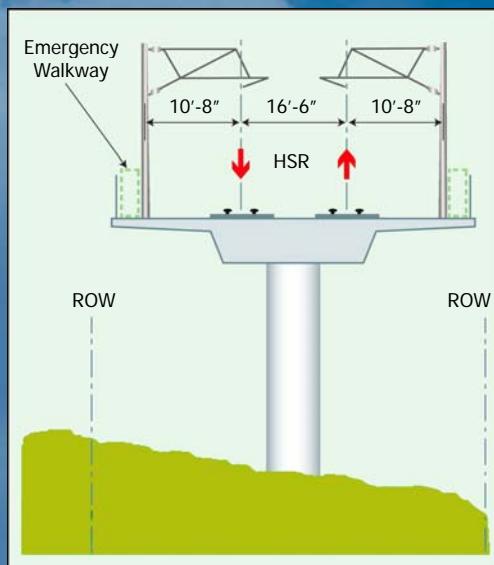
# Typical Sections Along Alignment



At-Grade Section

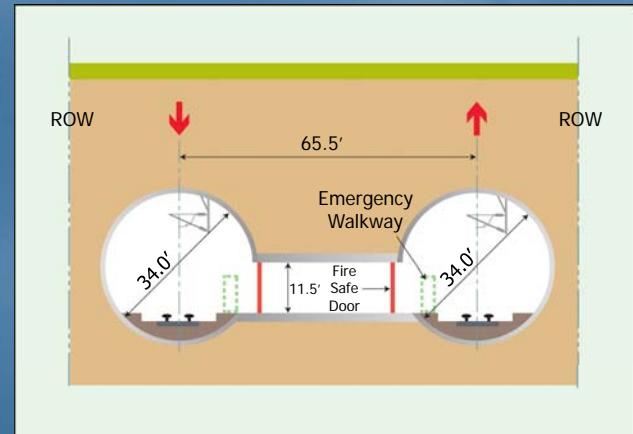


Shared Highway Corridor



Aerial Structure

- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
  - Aerial Structures (bridges)
  - Tunnels
  - Trenches
  - Hillside Cuts



Twin Single Track Tunnels



# Public Participation

## How to Comment



Thank you for attending today's scoping meeting. Please fill out a comment sheet, hand it to a staff person or leave it in the comment boxes provided at each station.

If you want to comment outside the meeting, here is how to provide input:

### **Written Comments –**

California High-Speed Rail Authority

Mr. Dan Leavitt, Deputy Director

Attn: San Jose to Merced HST Project EIR/EIS

925 L Street, Suite 1425

Sacramento, CA 95814

Fax: (916) 322-0827

### **Emailed Comments –**

California High-Speed Rail Authority

comments@hsr.ca.gov

### **Include in the subject line:**

San Jose to Merced HST

Comments must be received no later than April 10, 2009.  
For more project information visit the authority's website:

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov) or phone (415) 613-3612



# Purpose and Need



## Purpose of the High Speed Train Project

- Provide a new mode of high-speed intercity travel that would link major metropolitan areas
- Interface with international airports, mass transit, and highways
- Provide added capacity to meet increases in intercity travel demand in California in a manner sensitive to and protective of California's unique natural resources

## Current and Projected Need

- Accommodation of expected growth in population
- Increases in intercity travel demand
- Increases in travel delays arising from the growing congestion on California's highways and at airports
- Negative effects on the economy, quality of life, and air quality in and around California's metropolitan areas
- Intercity highway system, commercial airports, and conventional passenger rail serving the intercity market at or near capacity



# Project Alternatives to Discuss in EIR/EIS



## What alternatives will be addressed in the EIR/EIS?

### No-Build/No-Project Alternative

- No Major Capacity Enhancement
- Implement Funded Improvements Only

### High-Speed Train Alternative

- San Jose to Gilroy – Caltrain/UPRR Corridor Plan & Profile Design Options
  - Possible Use of Other Nearby Transportation Corridors
- Gilroy to Valley Floor – Alignment Generally Follows State Route 152
  - Alignments Closer to SR 152
- Henry Miller Road – Alignments Along Henry Miller Road
  - Alignments North & South of Henry Miller Road
- Grade Separation Design Options
- Preferred Stations: Diridon (San Jose), Gilroy, Merced
- Potential Light Maintenance Facility North of Gilroy
- Potential Heavy Maintenance Facility in Merced Area



# Areas of Environmental Analysis



- Transportation
- Air Quality
- Noise & Vibration
- Electromagnetic Interference/  
Electromagnetic Frequency
- Public Utilities & Energy
- Biological Resources &  
Wetlands
- Hydrology & Water Resources
- Geology, Soils, Seismicity
- Hazardous Materials/Wastes
- Safety & Security
- Socio Economics, Communities &  
Environmental Justice
- Local Growth, Station Planning,  
Land Use, & Property
- Agricultural Land
- Parks, Recreation and Open Space
- Aesthetics & Visual Quality
- Cultural Resources
- Construction Methods and Impacts
- Cumulative and Secondary Impacts
- Section 4(f) & 6(f) Evaluation
- Mitigation Summary



# San Jose to Gilroy



Monterey Highway/  
UPRR Corridor



Word of Faith church  
along right of way  
in San Jose

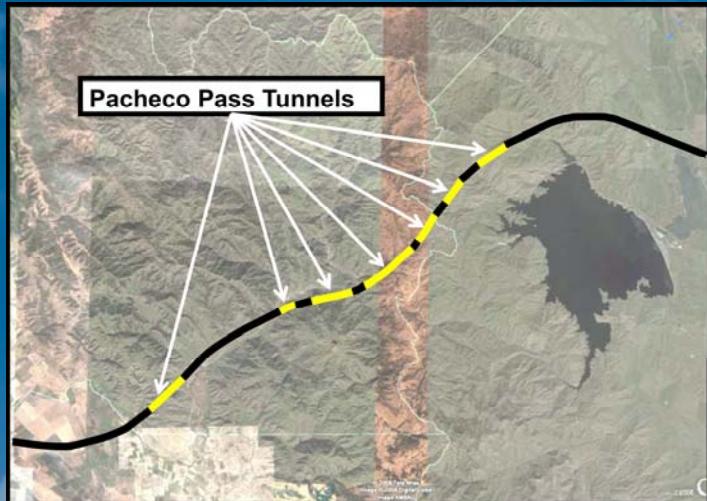


## Potential Key Issues:

- Neighborhoods
  - Noise/Vibration
  - Aesthetics / Visual
  - Cohesion
- Property Acquisition
- Monterey Highway Options
- Traffic and Circulation
- Coyote Valley
- Station Planning, Land Use and Parking



# Gilroy to Valley Floor



Simulations of High Speed Trains in Pacheco Pass Area



## Potential Key Issues:

- Floodplains
- Agricultural Land Impacts
- Open Space / Natural Areas
- Biological / Wetlands
- Construction Access
- Geology
- Disposition of Tunnel Spoils



# Along Henry Miller Road



Visual simulation of possible HST in sensitive areas



Boundary of Grassland Ecological Area



## Potential Key Issues:

- National Cemetery
- Agricultural Land Impacts/Access
- Biological / Wetland
- Grassland Ecological Area



# Central Valley Wye to Merced



UPRR rail line along SR 99



Merced Amtrak Station  
on BNSF Corridor



Agricultural land  
along rail line



## Potential Key Issues:

- Heavy Maintenance Facility
- Agricultural Land Impacts/Access
- Selection of UPRR or BNSF Corridor
- Impacts of Junction (Wye)